



26/7/00

Transmittal Note

Amendment No. 1
to the
SUPPLEMENT TO
ANNEX 4 — AERONAUTICAL CHARTS
(Ninth Edition)

1. Amendment No. 1 to the Supplement to Annex 4 provides additional information received from States up to 26 July 2000 with respect to all amendments up to and including Amendment 51.
 2. To incorporate this amendment:
 - a) replace existing pages (iii) to (vii) by the attached replacement pages (iii) to (viii) dated 26/7/00;
 - b) insert new pages for Canada, Poland and Spain dated 26/7/00; and
 - b) record this amendment on page (ii) of the Supplement.
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1/11/01

Transmittal Note

Amendment No. 2
to the
SUPPLEMENT TO
ANNEX 4 — AERONAUTICAL CHARTS
(Ninth Edition)

1. Amendment No. 2 to the Supplement to Annex 4 provides additional information received from States up to 1 November 2001 with respect to all amendments up to and including Amendment 51.
 2. To incorporate this amendment:
 - a) replace existing pages (iii) to (viii) by the attached replacement pages (iii) to (viii) dated 1/11/01;
 - b) insert new pages for Belarus, Egypt and Slovakia dated 1/11/01; and
 - c) record this amendment on page (ii) of the Supplement.
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22/2/99

Transmittal Note

SUPPLEMENT TO
ANNEX 4 — AERONAUTICAL CHARTS

(Ninth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 4 and includes differences notified by Contracting States up to 22 February 1999.
2. This Supplement should be inserted at the end of Annex 4 (Ninth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 4 — NINTH EDITION

AERONAUTICAL CHARTS

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 4, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

FEBRUARY 1999

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
1	26/7/00				
2	1/11/01				

**AMENDMENTS TO ANNEX 4 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE NINTH EDITION ISSUED JULY 1995**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
51	20/3/98	5/11/98			

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 4 (Ninth Edition), or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Belarus	13/11/00	1-4	1/11/01
Canada	27/3/00	1-3	26/7/00
Chile	2/10/98	1	22/2/99
China (Hong Kong SAR)	16/9/98	1	22/2/99
Egypt	7/2/01	1	1/11/01
Finland	5/10/98	1	22/2/99
France	14/1/99	1-6	22/2/99
Germany	22/10/98	1-3	22/2/99
Kyrgyzstan	1/7/98	1-2	22/2/99
Mauritius	1/10/98	1	22/2/99
Monaco	19/5/98	1	22/2/99
New Zealand	29/10/98	1-4	22/2/99
Norway	5/10/98	1-2	22/2/99
Poland	7/7/00	1-2	26/7/00
Russian Federation	28/10/98	1-2	22/2/99
Slovakia	1/6/01	1	1/11/01
Spain	18/3/99	1	26/7/00
Sweden	17/4/98	1	22/2/99
Uganda	31/8/98	1	22/2/99
United Arab Emirates	21/9/98	1-2	22/2/99
United Kingdom	23/9/98	1-2	22/2/99
United States	12/1/99	1-5	22/2/99
Uzbekistan	2/7/98	1-2	22/2/99

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Austria	30/7/98	Peru	17/2/99
Bahrain	13/6/98	Portugal	26/10/98
Barbados	23/6/98	Republic of Korea	23/9/98
Botswana	14/9/98	Romania	26/10/98
Denmark	28/5/98	Seychelles	27/8/98
Ethiopia	5/10/98	Tunisia	20/7/98
Greece	8/10/98	Turkmenistan	26/10/98
Jordan	5/10/98	Zimbabwe	23/6/98
Oman	13/6/98		

3. Contracting States from which no information has been received

Afghanistan	Gabon	Nepal
Albania	Gambia	Netherlands
Algeria	Georgia	Nicaragua
Andorra	Ghana	Niger
Angola	Grenada	Nigeria
Antigua and Barbuda	Guatemala	Pakistan
Argentina	Guinea	Palau
Armenia	Guinea-Bissau	Panama
Australia	Guyana	Papua New Guinea
Azerbaijan	Haiti	Paraguay
Bahamas	Honduras	Philippines
Bangladesh	Hungary	Qatar
Belgium	Iceland	Republic of Moldova
Belize	India	Rwanda
Benin	Indonesia	Saint Lucia
Bhutan	Iran (Islamic Republic of)	Saint Vincent and the Grenadines
Bolivia	Iraq	Samoa
Bosnia and Herzegovina	Ireland	San Marino
Brazil	Israel	Sao Tome and Principe
Brunei Darussalam	Italy	Saudi Arabia
Bulgaria	Jamaica	Senegal
Burkina Faso	Japan	Sierra Leone
Burundi	Kazakhstan	Singapore
Cambodia	Kenya	Slovenia
Cameroon	Kiribati	Solomon Islands
Cape Verde	Kuwait	Somalia
Central African Republic	Lao People's Democratic Republic	South Africa
Chad	Latvia	Sri Lanka
China	Lebanon	Sudan
Colombia	Lesotho	Suriname
Comoros	Liberia	Swaziland
Congo	Libyan Arab Jamahiriya	Switzerland
Cook Islands	Lithuania	Syrian Arab Republic
Costa Rica	Luxembourg	Tajikistan
Côte d'Ivoire	Madagascar	Thailand
Croatia	Malawi	The former Yugoslav Republic of Macedonia
Cuba	Malaysia	Togo
Cyprus	Maldives	Tonga
Czech Republic	Mali	Trinidad and Tobago
Democratic People's Republic of Korea	Malta	Turkey
Democratic Republic of the Congo	Marshall Islands	Ukraine
Djibouti	Mauritania	United Republic of Tanzania
Dominican Republic	Mexico	Uruguay
Ecuador	Micronesia (Federated States of)	Vanuatu
El Salvador	Mongolia	Venezuela
Equatorial Guinea	Morocco	Viet Nam
Eritrea	Mozambique	Yemen
Estonia	Myanmar	Yugoslavia
Fiji	Namibia	Zambia
	Nauru	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
General	Monaco	3.8.2.2	Canada United Kingdom
1.1	United States	3.8.4	France
1.3.1	Kyrgyzstan	4.2.1	Belarus Canada Chile Egypt France Germany Kyrgyzstan Poland Spain Uganda United States Uzbekistan New Zealand
2.1.7	Poland	4.9.1	
2.1.8	Belarus	5.2	Belarus Canada Chile France Kyrgyzstan Norway Poland Russian Federation Spain Uzbekistan New Zealand
2.2	Canada Spain United States	6.2	Canada Egypt Uganda
2.3.1	United States	7.2	Chile
2.5.1	United Arab Emirates	7.2.1	United Arab Emirates
2.5.2	United States	7.6.2	Belarus Canada Germany New Zealand Norway United States Poland Uzbekistan
2.5.4	Canada United States		
2.5.7	Canada United States		
2.6.1	Belarus Kyrgyzstan		
2.13	Uzbekistan		
2.14	Belarus Uzbekistan		
2.14.1	France		
2.14.2	Poland		
2.17.1	Germany United Arab Emirates		
2.17.5	Finland		
2.18.1	Belarus Mauritius New Zealand Russian Federation United Arab Emirates		
2.18.2	Belarus Chile China (Hong Kong SAR) New Zealand		
2.18.4	United Arab Emirates		
3.2.1	United States		
3.3.2	Canada		
3.7	United Kingdom		
3.8.1.1	United Kingdom		
3.8.1.2	United Kingdom		
3.8.2	France		
3.8.2.1	United Kingdom		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
7.9.3.1.1	Belarus		United Arab Emirates
	France		United States
	Kyrgyzstan	9.7	United Kingdom
	New Zealand		United States
	Norway	9.8.2	New Zealand
	Russian Federation	9.9.2	United Arab Emirates
	Sweden		United Kingdom
	United States	9.9.3.1	United Arab Emirates
	Uzbekistan	9.9.3.1.1	Belarus
7.9.4.2	New Zealand		France
			New Zealand
8.2	Chile		Norway
8.2.1	Germany		Russian Federation
8.3.2	France		Sweden
8.4.2	Belarus		United Kingdom
8.4.3	Belarus		United States
8.6.1	Norway		Uzbekistan
8.6.2	Belarus		
	New Zealand	10.3.3	France
	Norway	10.4.1	United Kingdom
	Sweden	10.4.2	Belarus
	United States		New Zealand
8.7	Poland	10.4.3	Belarus
8.9.2	Poland		New Zealand
8.9.3.1.1	Belarus		United States
	Canada	10.6.2	Germany
	France		United Kingdom
	New Zealand	10.6.3	Belarus
	Norway		Canada
	Russian Federation		France
	Sweden		Germany
	United States		New Zealand
	Uzbekistan		Norway
			Sweden
9.3.3	France		United Arab Emirates
9.4.1	United Kingdom		United States
9.4.2	Belarus	10.7	United Kingdom
	New Zealand		United States
9.4.3	Belarus	10.8.2	New Zealand
	New Zealand	10.9.1.1	United States
	United States	10.9.2	United Arab Emirates
9.6.2	Germany		United Kingdom
	United Kingdom	10.9.3.1	United Arab Emirates
9.6.3	Belarus	10.9.3.1.1	Belarus
	France		France
	Germany		New Zealand
	New Zealand		Norway
	Norway		Russian Federation
	Sweden		Sweden

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
	United Kingdom	11.10.8.3	New Zealand
	United States	11.10.8.4	United States
	Uzbekistan	11.10.8.5	France
11.2.2	France	11.10.9	Finland
11.2.3	France		France
11.3.3	France		
	New Zealand	12.2	Belarus
11.3.3.1	Belarus		France
	France		Kyrgyzstan
	Spain		Poland
	Sweden		United Arab Emirates
	United Kingdom		Uzbekistan
11.4	Poland	12.4	Germany
11.5.2	Belarus	12.6	France
	New Zealand	12.8	United States
11.6.1	France	12.9.2	New Zealand
11.6.2	New Zealand	12.10.1.2	United States
11.7.2	Egypt	12.10.2.3	New Zealand
	Uganda	12.10.3	France
11.9.2	New Zealand	12.10.4	France
11.10.1.1	Spain		New Zealand
11.10.1.2	Poland		United States
11.10.1.3	France	12.10.5.3	Germany
11.10.1.4	France		New Zealand
11.10.2.2	Poland		United States
11.10.2.4	United Arab Emirates		
11.10.2.5	France	13.2.1	Kyrgyzstan
	New Zealand		Norway
11.10.2.6	New Zealand	13.3.2	United States
	Poland	13.5	Belarus
11.10.2.7	Belarus		France
11.10.2.8	United Kingdom		Germany
11.10.4.1	France		New Zealand
11.10.4.3	Belarus		United Kingdom
	France		Uzbekistan
	New Zealand	13.6	United Arab Emirates
	Norway	13.6.1	Belarus
	Russian Federation		Canada
	United Arab Emirates		Chile
	United States		China (Hong Kong SAR)
11.10.4.4	France		France
11.10.4.5	United Kingdom		Germany
11.10.6.1	Canada		New Zealand
	France		Norway
11.10.6.3	France		Poland
	United Kingdom		Russian Federation
11.10.6.4	United Arab Emirates		United Kingdom
11.10.7.1	Germany		United States
	United Kingdom	13.6.2	New Zealand
11.10.8.1	New Zealand		United States

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
14.3.2	Belarus	17.4.2	Poland
	New Zealand	17.4.4	Poland
14.5.2	Belarus	17.4.5	Poland
	France	17.5.1	Poland
	Germany	17.5.5.1	Poland
	New Zealand	17.7.4	Germany
14.6	Belarus	17.7.7.1	Germany
	Canada	17.7.8	Poland
	France	17.7.9.2	Canada
	Germany		France
	New Zealand	17.7.9.3	United States
	Norway	17.9.1	France
	United States	17.9.2.2	France
	Uzbekistan		Germany
15.3.2	Belarus		Poland
15.5.2	Belarus		Spain
	France	17.9.2.3	Spain
	Germany	17.9.3.2	Poland
15.6	Belarus		Sweden
	Canada	17.9.5	France
	France		Poland
	Germany		Spain
	New Zealand	17.9.6	Spain
	Norway		
16.2.1	Belarus	18.2	Belarus
	France		Canada
	Germany		Chile
	Kyrgyzstan		France
	Norway		Germany
	Poland		Kyrgyzstan
	Spain		Poland
	Uzbekistan		Spain
16.5.1	Canada		Uzbekistan
	United States	19.2	Belarus
16.6	Canada		Chile
	United States		France
16.7.9.3	United States		Kyrgyzstan
16.9.2	France		Poland
16.9.2.1	United States		Slovakia
16.9.5	France		Spain
			Uzbekistan
17.2	Belarus	Appendix 2	France
	Chile		New Zealand
	Egypt		United States
	Kyrgyzstan		
	Mauritius	Appendix 3	United States
	Uganda		
	Uzbekistan	Appendix 6	Germany

CHAPTER 2

- 2.1.8* The basic sheet size of the charts is 210 x 297 mm.
- 2.6.1 The name and basic parameters of the projection are not published.
- 2.14 The class of ATS airspace is not indicated.
- 2.18.1 The geographical coordinates indicating latitude and longitude are indicated in a 1942 system of coordinates.
- 2.18.2 Geoid undulation information is not published.

CHAPTER 4

- 4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not published.

CHAPTER 5

- 5.2 The Aerodrome Obstacle Chart — ICAO Type C is not published.

CHAPTER 7

- 7.6.2 Area Minimum Altitudes are not shown.
- 7.9.3.1.1 1) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 2) The elevation of the transmitting antenna of the DME is not indicated.
- 3) The class of airspace is not indicated.
- 4) The RNP type is not indicated.
- 5) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 6) Way-points defining VOR/DME area navigation routes are not indicated.
- 9) Change-over points are not shown on the charts.

CHAPTER 8

- 8.4.2* Parallels and meridians are not shown.
- 8.4.3 Graduation marks are not shown.
- 8.6.2 Area Minimum Altitudes are not indicated.

*Recommended Practice

- 8.9.3.1.1 1) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 2) The elevation of the transmitting antenna of the DME is not indicated.
- 4) The class of airspace is not indicated.
- 6) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 7) Way-points defining VOR/DME area navigation routes are not indicated.
- 10) Change-over points are not shown on the charts.

CHAPTER 9

- 9.4.2* Parallels and meridians are not shown.
- 9.4.3 Graduation marks are not shown.
- 9.6.3 Area Minimum Altitudes are not indicated.
- 9.9.3.1.1 2) d) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 2) e) The elevation of the transmitting antenna of the DME is not indicated.
- 3) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
The bearing from the reference radio navigation aid is given to the nearest degree.

CHAPTER 10

- 10.4.2* Parallels and meridians are not shown.
- 10.4.3 Graduation marks are not shown.
- 10.6.3 Area Minimum Altitudes are not indicated.
- 10.9.3.1.1 2) d) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- 2) e) The elevation of the transmitting antenna of the DME is not indicated.
- 3) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
The bearing from the reference radio navigation aid is given to the nearest degree.

CHAPTER 11

- 11.3.3.1 A distance circle with a radius of 20 km centred on a DME or ARP is not shown.
- 11.5.2* Graduation marks are not shown.

*Recommended Practice

- 11.10.2.7 An indication of the datum is not published.
- 11.10.4.3* The geographical coordinates of the final approach fix (or final approach point) are not indicated.

CHAPTER 12

- 12.2 The Visual Approach Chart — ICAO is not published.

CHAPTER 13

- 13.5 Annual change of the magnetic variation is not shown.
- 13.6.1 a) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- c) Geoid undulation information is not published.
- f) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- h) The geographical coordinates of aircraft stands are indicated in degrees, minutes and tenths of minutes.
The geographical coordinates of taxiway centre line points are not published.
- j) The boundaries of the air traffic control service are not indicated.

CHAPTER 14

- 14.3.2* The linear scale is not shown.
- 14.5.2* Annual change of the magnetic variation is not shown.
- 14.6 a) Apron elevation is not shown.
- c) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- f) The geographical coordinates of taxiway centre line points are not published.
- g) The boundaries of the air traffic control service are not indicated.

CHAPTER 15

- 15.3.2* The linear scale is not shown.
- 15.5.2* Annual change of the magnetic variation is not shown.

*Recommended Practice

- 15.6 a) Apron elevation is not shown.
- c) The geographical coordinates are indicated in degrees, minutes and tenths of minutes.
- e) The geographical coordinates of taxiway centre line points are not published.
- f) The boundaries of the air traffic control service are not indicated.

CHAPTER 16

- 16.2.1 The World Aeronautical Chart — ICAO 1:1 000 000 is not published.

CHAPTER 17

- 17.2* The World Aeronautical Chart — ICAO 1:500 000 is not published.

CHAPTER 18

- 18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not published.

CHAPTER 19

- 19.2* The Plotting Chart — ICAO is not published.
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*Recommended Practice

CHAPTER 2

- 2.2 The Area Chart (Annex 4, Chapter 8) is identified as the Terminal Area Chart.
The Aerodrome Ground Movement Chart (Annex 4, Chapter 14) is identified as the TAXI Chart.
The Aircraft Parking/Docking Chart (Annex 4, Chapter 15) is identified as Parking Areas.
- 2.5.4 Linear dimensions are shown in feet.
- 2.5.7 A conversion scale (metres/feet) is not provided for each chart on which elevations or altitudes are shown.

CHAPTER 3

- 3.3.2 Linear dimensions are shown in feet, but there is no conversion scale to metres.
- 3.8.2.2 It is not proposed to include such information on the charts at this time. Should an operational requirement for this information develop in the future, the implementation will be reported prior to publication.

CHAPTER 4

- 4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not produced.

CHAPTER 5

- 5.2 The Aerodrome Obstacle Chart — ICAO Type C is not produced.

CHAPTER 6

- 6.2 The Precision Approach Terrain Chart — ICAO is not produced. However, “Terrain Profile View” are provided on CAT II and III Instrument Approach Charts.

CHAPTER 7

- 7.6.2 Area minimum altitudes are not published. However, Geographic Area Safe Altitude (GASA) are used which provide 2 000 feet of clearance, rounded up to the next higher 100 foot increment, over known obstacles or terrain within the delineated geographic area.

CHAPTER 8

- 8.9.3.1.1 2) Not shown.
- 4) Vertical or lateral limits are not indicated on Terminal Area Charts; however, they are referred to in the sheet legend.

* Recommended Practice

- 8.9.3.1.1 12) Not shown.
13)

CHAPTER 10

- 10.6.3 Area Minimum Altitudes are not published.

CHAPTER 11

- 11.10.6.1 f) Prohibited manoeuvring areas are indicated on the charts by an asterisk next to the circling minima with an explanation that all circling should be to the north, south, east or west of the extended runway centre line as applicable.

CHAPTER 13

- 13.6.1 d) Bearing strengths are not published.
- j) The boundaries of the air traffic control services are not shown on Aerodrome Charts.
- l)
m) Not shown on Aerodrome Chart. Indicated on Approach Chart.

CHAPTER 14

- 14.6 d) Bearing strengths are not published.
- g) Boundaries of the air traffic control services are not shown.

CHAPTER 15

- 15.6 a) Apron elevation not shown.
- f) Boundaries of the air traffic control services are not shown.

CHAPTER 16

- 16.5.1 1) The standard parallels for each 8° band are 1° 20" south of the northern parallel and 1° 20" north of the southern parallel.
- 16.6 A sheet numbering system which differs from the index in Appendix 5 is used.

CHAPTER 17

- 17.7.9.2 The geographical position of the highest elevation is shown to the nearest minute.

CHAPTER 18

18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not produced.

* Recommended Practice

CHAPTER 2

2.18.2 Geoid undulation is not published.

Remark: We are waiting for an official study by the geographical authority.

CHAPTER 4

4.2.1* Obstacle Chart — Type B is not published.

CHAPTER 5

5.2 Obstacle Chart — Type C is not published.

CHAPTER 7

7.2 The Enroute Chart differs in format. This is mainly because of the size of our territory.

CHAPTER 8

8.2 The Area Chart differs in format because of the size of the area to be covered.

CHAPTER 13

13.6.1 c) Geoid undulation is not published.

Remark: We are waiting for an official study by the geographical authority.

CHAPTER 17

17.2* Aeronautical Chart — 1:500 000 is not published.

CHAPTER 18

18.2* Navigation Chart — Small Scale is not published.

CHAPTER 19

19.2* Plotting Chart is not published.

* Recommended Practice

CHAPTER 2

2.18.2 Geoid undulation information to the nearest metre is not available.

CHAPTER 13

13.6.1 c) Geoid undulation information to the nearest metre is not available.

CHAPTER 4

4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not published.

CHAPTER 6

6.2 The Precision Approach Terrain Chart — ICAO is not published.

CHAPTER 11

11.7.2 Relief contours: not plotted.

CHAPTER 17

17.2* The Aeronautical Chart — ICAO 1: 500 000 is not published.

*Recommended Practice

CHAPTER 2

- 2.17.5 The protection of electronic data by the Cyclic Redundancy Check (CRC) will be fully implemented at all stages of data processing by approximately the end of the year 2000 in conjunction with the establishment of a new aeronautical database.

CHAPTER 11

- 11.10.9 The data will be published in the required tabular form after the aeronautical database referred to in 2.17.5 above has been established.

CHAPTER 2

- 2.14.1 The class of airspace is not indicated on small-scale charts (cruise charts).

CHAPTER 3

- 3.8.2 Only a straight take-off flight path is considered when developing the chart. In the case of a standard instrument departure path that diverges at an angle of 15° or less, the obstacle chart may extend further on the side of the turn.
- 3.8.4 The significant obstacles are published for an area symmetrically disposed about the runway centre line, starting 600 m from the beginning of the runway and extending to the last significant obstacle or a maximum of 10 km from the DER. The width of the area is 150 m on either side of the centre line upwind of the DER, and that width increases at a rate of 12.5 per cent on each side up to 900 m from the centre line.

CHAPTER 4

- 4.2.1* Aerodrome Obstacle Charts — ICAO Type B are not produced.

CHAPTER 5

- 5.2 Aerodrome Obstacle Charts — ICAO Type C are not produced.

CHAPTER 7

- 7.9.3.1.1 1) The geographical coordinates of the radio navigation aids are not shown on the chart; they are published in a separate document attached to the chart. Only the radio navigation aids on which the AWY are based or those common to the instrument approaches of several aerodromes are given a plain-language name.
- 2) The elevation of the DME antenna is not shown. The information is available in the AIP.
- 3) The lateral and vertical limits as well as the classes of airspace represented are not shown.
- 4) The required navigation performance (RNP) type is not published on this chart. In addition, navigation with a precision of 5 NM on either side of the nominal centre line for 95 per cent of the time on routes that are not marked by two radio facilities is required. For routes marked by two consecutive radio facilities, the required navigation performance must make it possible for over 95 per cent of the time to follow the nominal centre line without deviating more than 5 NM for routes less than 100 NM long or 5 per cent of the length of the route for routes over 100 NM long.
- 5) The geographical coordinates of significant points not corresponding to the position of a radio navigation aid are not shown on the chart; they are published in a separate document attached to the chart.
- 6) b) The bearing is given to the nearest degree. The distance is given to the nearest nautical mile.

* Recommended Practice

CHAPTER 8

- 8.3.2 Scale is not indicated on the chart but degrees and minutes are shown on meridians and parallels.
- 8.9.3.1.1 1) Only the radio navigation aids on which the AWY are based and those common to the instrument approaches of several aerodromes are given a plain-language name. The coordinates of the radio navigation aids are not indicated on this type of chart. They are published in a separate document attached to the cruise chart.
- 2) The elevation of the DME antenna is not shown. The information is available in the AIP.
- 6) The geographical coordinates of significant points not corresponding to the position of a radio navigation aid are not indicated on this chart; they are published in the AIP — RAC section, in a list of significant points.
- 7) b) The bearing is given to the nearest degree. The distance is given to the nearest nautical mile.
- 12) The minimum altitudes established for radar vectoring are published separately on a chart entitled “Minimum radar safety altitude”.

CHAPTER 9

- 9.3.3 Scale is not indicated but degrees and minutes are shown on meridians and parallels.
- 9.6.3 Area Minimum Altitudes are not shown.
- 9.9.3.1.1 1) For aerodromes on which radar vectoring is currently provided, France does not systematically publish a complete graphic portrayal; the components that should be published along the route are published in a separate document.
- 2) a) The plain language name is published when such a name is given to a radio navigation aid.
- d) The geographical coordinates of the radio navigation aids are not shown.
- e) The elevation of the DME antenna is not shown. The information is available in the AIP.
- 3) The coordinates of significant points not corresponding to the position of a radio navigation aid are not published. The bearing is given to the nearest degree, the distance to the nearest nautical mile.

CHAPTER 10

- 10.3.3 Scale is not indicated on the chart but degrees and minutes are shown on meridians and parallels.
- 10.6.3 Area Minimum Altitudes are not shown.
- 10.9.3.1.1 1) For aerodromes on which radar vectoring is currently provided, France does not systematically publish a complete graphic portrayal; the components which should be published along the route are published in a separate document.
- 2) a) The plain language name is published when such a name is given to a radio navigation aid.

- d) The geographical coordinates of the radio navigation aids are not shown. They are available in the AIP.
- e) The elevation of the DME antenna is not shown. The information is available in the AIP.
- 3) The coordinates of significant points not corresponding to the location of a radio navigation aid are not published. They are published in the RAC AIP in a list of significant points. The bearing is given to the nearest degree, the distance to the nearest nautical mile.

CHAPTER 11

- 11.2.2 ILS procedures and procedures for ILS without GP are shown on a single chart even if the final or missed approach segments are not identical. Visual manoeuvring with prescribed track (MVI) procedures are shown on separate charts. The components of the visual manoeuvring without prescribed track (MVL) — OCH values and minima — are issued on the Instrument Approach Chart in use preceding the MVL.
- 11.2.3
- 11.3.3 Scale is not indicated but degrees and minutes of latitude and longitude are shown on the borders of the chart.
- 11.3.3.1 A circle having a radius of 20 km (10 NM) is not drawn on the chart.
- 11.6.1 The chart is identified by:
 - a number;
 - the name of the aerodrome followed by its ICAO location indicator; and
 - the type of procedure, showing the facility or facilities used to define the IAF or those used on final approach, followed by the runway designator.
- 11.10.1.3 The aerodrome elevation and the threshold elevation for the procedure are shown. The equivalent in hectopascals (rounded up to the nearest hectopascal) is given for the chart's reference elevation.
- 11.10.1.4
- 11.10.2.5 In partial conformity with ICAO recommendations in this regard (Doc 8168, PANS-OPS), Volume II, Part III, Chapter 6, 6.3.1, the datum is the aerodrome elevation, except:
 - for precision approach procedure charts (ILS-PAR);
 - for non-precision approach procedure charts when the threshold of the runway on which the instrument approach is being carried out is more than 5 m (16 ft) below the aerodrome elevation.

In the above two cases, the datum is the threshold elevation. Additionally, for MVI procedures shown on a separate chart, the datum is the aerodrome elevation. Since MVI procedures are shown on an Instrument Approach Chart, the datum is that shown on the chart.
- 11.10.4.1 All the radio aids within the scope of the chart concerned are shown with their identifications and frequencies. Aids required directly for the procedure are indicated in bold type. On aerodromes for which no ICAO Area Chart is produced, the radio aids currently in use but located beyond the limits of the Instrument Approach Chart are indicated by their direction, mentioning the identification, frequency, magnetic bearing and distance in nautical miles from the IAF.
- 11.10.4.3* The geographical coordinates of the FAP/FAF are not published.

* Recommended Practice

- 11.10.4.4 All the radio aids within the scope of the chart concerned are shown with their identifications and frequencies. Aids required directly for the procedure are indicated in bold type. On aerodromes for which no ICAO Area Chart is produced, the radio aids currently in use but located beyond the limits of the Instrument Approach Chart are indicated by their direction, mentioning the identification, frequency, magnetic bearing and distance in nautical miles from the IAF.
- 11.10.6.1 For aerodromes on which radar vectoring is currently provided, the approach path cannot be shown in its entirety. The tracks are indicated by:
- 11.10.6.3
- a dotted line for the prescribed arrival route;
 - a continuous line for the actual instrument approach procedure track;
 - a broken line for the missed approach procedure track and any additional procedure track to be followed only upon instructions.
- Specified arrival routes are shown if no area chart is published.
- 11.10.8.5 When glide path angles exceed 3.5° , the note provided for is not published on the approach charts, but in the “Notes” section relating to the instrument approach and departure procedures published at the beginning of the atlas of IAC charts.
- 11.10.9 The provisions relating to aeronautical databases are not being applied for the moment.

CHAPTER 12

- 12.2 A Visual Approach Chart is published for aerodromes having a control zone or located in a complex environment.
- 12.6 The chart is identified by a number, the name of the aerodrome and its location indicator.
- 12.10.3 The airspaces are shown only from the surface to the higher of the following two levels:
- 12.10.4
- 1 500 m/AMSL
 - 600 m/ASFC.

CHAPTER 13

- 13.5 The annual change is not shown.
- 13.6.1 c) So as not to detract from the legibility of the charts, only one geoid undulation valid for the aerodrome as a whole is published.
- f) The geographical coordinates of runway thresholds will soon be included in the AIP (AD2).
- h) The geographical coordinates of taxiway centre line points are not published for the moment.

CHAPTER 14

- 14.5.2* The annual change is not shown.

* Recommended Practice

- 14.6 Some aerodrome data published elsewhere in the AIP cannot be reproduced on the movement chart.

CHAPTER 15

- 15.5.2* The annual change is not shown.

- 15.6 Some aerodrome data published elsewhere in the AIP cannot be reproduced on the parking chart.

CHAPTER 16

- 16.2.1 A 1:1 000 000 chart is produced. Its features, which are not identical to the specifications of the World Aeronautical Chart — ICAO 1:1 000 000, are published in the AIP France — MAP section.
- 16.9.2 Aerodromes having IFR activities outside controlled airspace or restricted areas are indicated by a symbol which is generally placed on the centre line of the runway used for instrument approaches.
- 16.9.5 Controlled airspaces, other than airways, are shown with the following information:
- designation type;
 - frequency (followed by an asterisk if it is not permanently monitored);
 - the class; and
 - the vertical limits.

CHAPTER 17

- 17.7.9.2 The elevation of the highest point on the chart is not indicated in the margin.
- 17.9.1 The chart does not show aeronautical information below the higher of the following two levels: 1 500 m/AMSL or 600 m/ASFC. Aerodromes having IFR operations outside controlled or restricted airspace are indicated by a symbol which is generally placed on the centre line of the runway used for instrument approaches.
- 17.9.2.2 The following information is shown:
- aerodrome elevation;
 - frequency to be used in aerodrome traffic (TWR, AFIS, A/A).
- Runway length is deduced from a symbol used to indicate that the aerodrome is less than 1 000 m, 1 000 to 2 300 m or over 2 300 m.
- 17.9.5 Controlled airspaces, other than airways, are shown with the following information:
- designation type;
 - frequency (followed by an asterisk if it is not permanently monitored);
 - the class;
 - the vertical limits.

* Recommended Practice

CHAPTER 18

18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not produced.

CHAPTER 19

19.2* Plotting Charts — ICAO are not produced.

Appendix 2

Nos. 83 to 96 Aerodromes are represented by special symbols depending on:

- whether the aerodrome is open to public air traffic, approved for restricted use or reserved for State administrations;
- runway length if the runway is paved (length greater than 2 300 m, from 1 000 to 2 300 m, less than 1 000 m);
- the orientations of the paved runways.

Nos. 109 to 120 The classes of controlled airspace are indicated on the aeronautical charts as follows:

Class A: red fringe
Class B, C and D: dark blue fringe
Class E: light blue fringe.

* Recommended Practice

CHAPTER 2

- 2.17.1 Integrity of aeronautical data, classification of data integrity, cyclic redundancy checks, validation and verification procedures and audits are not fully implemented.

Remark: Due to workload/capacity, full implementation of the quality system can only be achieved by 31 December 2000.

CHAPTER 4

- 4.2.1* Aerodrome Obstacle Charts — ICAO Type B are not published.

CHAPTER 7

- 7.6.2 The Area Minimum Altitude (AMA) is not shown.

CHAPTER 8

- 8.2.1 The Area Chart — ICAO is not published.

CHAPTER 9

- 9.6.2* No topographical information is published.

- 9.6.3 The Area Minimum Altitude (AMA) is not shown.

CHAPTER 10

- 10.6.2* No topographical information is published.

- 10.6.3 The Area Minimum Altitude (AMA) is not shown.

CHAPTER 11

- 11.10.7.1 Aerodrome operating minima are not established.

CHAPTER 12

- 12.4* The sheet size is 210 × 147 mm (A5).

- 12.10.5.3 Nominal approach slope angle(s) and minimum eye height(s) are not shown. The height of obstacles is not shown.

* Recommended Practice

CHAPTER 13

13.5 Annual change of the magnetic variation is not shown.

13.6.1 d) Bearing strength of RWY is not shown.

g) Bearing strength of TWY is not shown.

CHAPTER 14

14.5.2* Magnetic variation and its annual change are not shown.

14.6 d) Bearing strength of TWY is not shown.

CHAPTER 15

15.5.2* Magnetic variation and its annual change are not shown.

15.6 a) Apron elevation is not shown.

b) Apron bearing strength is not shown.

CHAPTER 16

16.2.1 The World Aeronautical Chart — 1:1 000 000 is not published.

CHAPTER 17

17.7.4* Prominent transmission lines are not shown.

17.7.7.1 Contours are not shown.

17.9.2.2 A modified version of aerodrome data in association with the aerodrome symbol is used.

CHAPTER 18

18.2* Aeronautical Navigation Charts — Small Scale are not published.

Appendix 6

Table 1 Publication of taxiway centre line points and aircraft stand points according to the specified resolution is not yet possible.

Remark: Details in the guidance material (WGS-84) Manual are still outstanding.

* Recommended Practice

Tables 1 and 2	<p>In Germany, the description of obstacles reads as follows:</p> <p>a) “Obstacles in the circling area for non-precision and turning departures and at the aerodrome/heliport”;</p> <p>b) “Significant obstacles in the precision approach and straight departure area”.</p> <p>The accuracy for a) in Table 2 (“Elevation ...”) is 3 m instead of 1 m.</p>
Tables 1 and 5	<p>For a few IFR aerodromes, the following positions cannot be published from the date of applicability: aerodrome reference point; runway threshold; runway and FATO length, TLOF dimensions; stopway length; and landing distance available.</p> <p><i>Remark:</i> More time is needed because these positions must be brought into conformity with the declared distances specified in the aerodrome licensing document (formal act of approval by national administration).</p>
Table 2	<p>WGS-84 geoid undulation at aerodrome/heliport elevation position is not published in Germany.</p> <p><i>Remark:</i> The MDH for non-precision approaches is referenced to the threshold position at all German IFR aerodromes.</p>
Table 4	<p>In Germany, line 2 of this table reads “En-route fix formations” and line 4 reads “Terminal and instrument approach procedure fix formations” to correspond to Table 5. The resolution for both is 1 degree instead of 1/10 degree.</p>
Table 5	<p>The chart resolution for en-route fix formations distance; runway and FATO length, TLOF dimensions; stopway length; and landing distance available is 1 m instead of 0.5 m.</p>

Comment on implementation:

<i>Annex provision</i>	<i>Proposed date of implementation</i>
2.17.1	31 December 2000.
Appendix 6	
Table 1	Open.
Tables 1 and 2	It is not intended to comply with these provisions.
Tables 1 and 5	31 December 1999.
Table 2	It is not intended to comply with these provisions.
Table 4	It is not intended to comply with this provision.
Table 5	It is not intended to comply with this provision.

CHAPTER 1

1.3.1 The information on the overflight territory (area) is limited to that needed for the safe flight of an aircraft.

CHAPTER 2

2.6.1 The name and basic parameters of the projection are not published.

CHAPTER 4

4.2.1* Aerodrome Obstacle Chart — ICAO Type B is not published.

CHAPTER 5

5.2 Aerodrome Obstacle Chart — ICAO Type C is not published.

CHAPTER 7

7.9.3.1.1 2) DME elevation is not published.

CHAPTER 12

12.2 Visual Approach Chart — ICAO is not published.

CHAPTER 13

13.2.1 It is recommended, temporarily, to use Aerodrome Chart — ICAO along with the Landing Chart available in AIP MAP.

CHAPTER 16

16.2.1 World Aeronautical Chart — ICAO 1:1 000 000 is not published.

CHAPTER 17

17.2* Aeronautical Chart — ICAO 1:500 000 is not published.

CHAPTER 18

18.2* Aeronautical Navigation Chart — ICAO Small Scale is not published.

* Recommended Practice

CHAPTER 19

19.2* Plotting Chart is not published.

* Recommended Practice

CHAPTER 2

2.18.1 Geographical coordinates indicating latitude and longitude are expressed in local datum.

Remark: By 25 March 1999, the Republic of Mauritius will have transformed its geographical coordinates into WGS-84 coordinates.

CHAPTER 17

17.2* Aeronautical Chart — ICAO 1:500 000 is not published.

Remark: For the time being, the Republic of Mauritius has no operational requirement for production of the Aeronautical Chart — ICAO 1:500 000.

* Recommended Practice

GENERAL See France. The aeronautical charts of Monaco are published by France in the documentation of France.

CHAPTER 2

2.18.1 WGS-84 is being progressively introduced.

2.18.2 Geoid undulation is not published.

CHAPTER 4

4.9.1 a) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

CHAPTER 5

5.8.1 Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

CHAPTER 7

7.6.2 Area Minimum Altitudes are not shown.

7.9.3.1.1 1) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

2) DME elevations are not shown on charts.

4) RNP types are not published.

5) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

7.9.4.2 Altimeter setting regions are not shown.

Remark: A chart showing QNH areas is given in the OPS section of the IFG.

CHAPTER 8

8.6.2 Area Minimum Altitudes are not shown.

8.9.3.1.1 1) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

2) DME elevations are not depicted on charts.

CHAPTER 9

9.4.2* Parallels and meridians are not shown.

Remark: The chart is oriented to True North and both True North and Magnetic North are shown.

* Recommended Practice

- 9.4.3 Graduation marks are not shown.
Remark: Geographical coordinates are given for all navigation aids and reporting points.
- 9.6.3 Area Minimum Altitudes are not shown.
Remark: Elevation characteristics are shown by the use of minimum sector altitudes, 25 NM.
- 9.8.2* All SID charts are referenced to Magnetic North.
- 9.9.3.1.1 2) d) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.
- e) DME elevations are not depicted on charts.
- 5) Transition altitude is not shown on the SID chart.
Remark: All departure procedures published show altitudes and all altitudes shown are below the transition altitude (11 000 ft).
- 6) The requirement to include a note whenever close-in obstacles penetrating obstacle identification surface exist, but which were not considered for the published procedure design, gradient is not yet implemented.
- 7) Speed restriction requirements are given in the OPS section of the IFG.
- 9) c) Transponder codes are not specific to the SID procedure.
Remark: Procedures for transponder codes are given in the RAC section of the Planning Manual.

CHAPTER 10

- 10.4.2* Parallels and meridians are not shown.
Remark: The chart is oriented to True North and both True North and Magnetic North are shown.
- 10.4.3 Graduation marks are not shown.
Remark: Geographical coordinates are given for all navigation aids and reporting points.
- 10.6.3 Area Minimum Altitudes are not shown.
Remark: Elevation characteristics are shown by the use of minimum sector altitudes, 25 NM.
- 10.8.2* All STAR charts are referenced to Magnetic North.
- 10.9.3.1.1 2) d) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.
- e) DME elevations are not depicted on charts.
- 3) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.

*Recommended Practice

- 5) Transition level is not shown on the STAR chart.
Remark: All arrival procedures published show altitudes and all altitudes shown are below the transition level (FL 130).
- 7) Speed restriction requirements are given in the OPS section of the IFG.
- 9) c) Transponder codes are not specific to the STAR procedure.
Remark: Procedures for transponder codes are given in the RAC section of the Planning Manual.

CHAPTER 11

- 11.3.3 In order to reduce chart clutter, the scale of the chart is not shown.
- 11.5.2* In order to reduce chart clutter, graduations are shown on the left and top neat lines only.
- 11.6.2 In order to avoid confusion with the name of the procedure, the categories of aircraft the procedure is authorized for are shown in the top centre of the charts.
- 11.9.2* All instrument approach charts are referenced to Magnetic North.
- 11.10.2.5 All obstacle heights are referenced to mean sea level.
- 11.10.2.6* Area Minimum Altitudes are not shown.
- 11.10.4.3* Geographical coordinates are not shown for the final approach fix.
- 11.10.8.1 A table of ground speeds and times from the final approach fix to the missed approach point is not given.
- 11.10.8.3* A rate of descent table is not given on each instrument approach chart.
Remark: A rate of descent table is given in the CHART section of the IFG.

CHAPTER 12

- 12.9.2* All aerodrome charts are referenced to Magnetic North.
- 12.10.2.3* The heights of obstacles are not shown.
- 12.10.4 Control zones and aerodrome traffic zones are not shown on aerodrome charts.
- 12.10.5.3 The location of visual approach slope indicator systems is not shown on the aerodrome chart.
Remark: Glide path and threshold crossing height information is given in the Lighting section of the operational data page.

CHAPTER 13

- 13.5 The annual rate of change of magnetic variation is not shown.

* Recommended Practice

- 13.6.1 a) Geographical coordinates are presented in the format: cardinal point, degrees, minutes and tenths of a minute.
- c) Geoid undulation is not published.
- f) Geographical coordinates for runway thresholds are not published. Geographical coordinates for aircraft stands are presented in the format: cardinal point, degrees, minutes and ten thousands of a minute.
- k) The positions of transmissometers are not shown.
- 13.6.2 d) Heliport safety areas are not shown on Heliport Charts.

CHAPTER 14

- 14.3.2* A scale bar is not shown.
- 14.5.2* The annual rate of change of magnetic variation is not shown.
- 14.6 a) Apron elevations are not shown.
- c) Geographical coordinates for aircraft stands are presented in the format: cardinal point, degrees, minutes and ten thousands of a minute.
- f) Coordinates for taxiway centre line points are not published.

CHAPTER 15

- 15.6 c) Geographical coordinates for aircraft stands are presented in the format: cardinal point, degrees, minutes and ten thousands of a minute.
- e) Coordinates for taxiway centre line points are not published.

Appendix 2

- Nos. 12, 15, 19, 47, 57, 58, 61 Symbol variation.
- No. 74 Colour variation.
- Nos. 93 and 96 Symbol variation.
- Nos. 106 and 107 Screen not used.
- Nos. 118 and 150 a) Symbol variation.

* Recommended Practice

CHAPTER 5

5.2 This chart is not produced in Norway.

CHAPTER 7

7.6.2 Area Minimum Altitudes are not shown.

7.9.3.1.1 9) Change-over points are not shown.

CHAPTER 8

8.6.1 Shorelines, rivers and lakes are not shown.

8.6.2 Area Minimum Altitudes are not shown.

8.9.3.1.1 10) Change-over points are not shown.

12) Minimum altitudes for radar vectoring are not shown.

CHAPTER 9

9.6.3 Area Minimum Altitudes are not shown.

9.9.3.1.1 3) Accuracy of bearings is given in whole degrees only.

Remark: Compliance is expected by 31 December 1999.

CHAPTER 10

10.6.3 Area Minimum Altitudes are not shown.

10.9.3.1.1 3) Accuracy of bearings is given in whole degrees only.

Remark: Compliance is expected by 31 December 1999.

CHAPTER 11

11.10.4.3* Data and accuracy are not provided.

CHAPTER 13

13.2.1 Aerodrome charts are produced for Båtsfjord, Geilo/Dagali, Fagernes/Leirin, Førde/Bringeland, Hasvik, Mosjøen/Kjaerstad, Notodden, Oslo/Gardermocn, Rørvik/Ryum, Røst, Stord/Sørstokken, Tromsø, Vardø/Svartnes.

* Recommended Practice

13.6.1 g) Geographical coordinates of taxiway centre line points are not provided.

CHAPTER 14

14.6 f) Geographical coordinates of taxiway centre line points are not provided.

CHAPTER 15

15.6 e) Geographical coordinates of taxiway centre line points are not provided.

CHAPTER 16

16.2.1 This chart is only produced for the polar regions of Bear Island, Jan Mayen and Spitsbergen and is without current aeronautical information.

CHAPTER 2

- 2.1.7* Aerodrome charts are not True North orientated.
2.1.8* The basic sheet size of the charts is 210×297 mm.
2.14.2* The ATS Airspace Classifications Table is not shown on the Aeronautical Chart of Poland — ICAO 1:500 000.

CHAPTER 4

- 4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not produced.

CHAPTER 5

- 5.2 The Aerodrome Obstacle Chart — ICAO Type C is not produced.

CHAPTER 7

- 7.9.2 Restricted areas are not shown.

CHAPTER 8

- 8.7 The magnetic variation shown on the chart is the variation of the main aerodrome.
8.9.2 Restricted areas are not shown.

CHAPTER 11

- 11.4* The sheet size is 210×297 mm.
11.10.1.2 The runway pattern is only shown for the aerodromes on which the procedures are based.
11.10.2.2* Obstacles determining OCA/H are not distinguished in any way on the chart.
11.10.2.6* Not applied.

CHAPTER 12

- 12.2 The Visual Approach Chart — ICAO is not produced.

CHAPTER 13

- 13.6.1 c) The chart shows geoid undulation of non-precision and precision approach runway thresholds and the highest elevation of the touchdown zone of a precision and non-precision approach runway.

* Recommended Practice

CHAPTER 16

16.2.1 The World Aeronautical Chart — ICAO 1:1000 000 is not produced.

CHAPTER 17

17.4.2 The sheets of the chart are not folded.

17.4.4* The division of the chart is into sheets in accordance with the Appendix 5.

17.4.5* Not applied.

17.5.1 A quasi-stereographic projection “GUGIK-80” is used.

17.5.5.1* Meridians and parallels are numbered only in the borders of the chart.

17.7.8 Hypsometric tints are not used on the chart.

17.9.2.2 For civil and civil-military aerodromes, the aerodrome elevation, the length of the longest runway and the TWR frequency are shown.

17.9.3.2 Transmission lines are not shown.

17.9.5 Airways are not shown. VFR routes are shown.

CHAPTER 18

18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not produced.

CHAPTER 19

19.2* The Plotting Chart — ICAO is not produced.

* Recommended Practice

CHAPTER 2

- 2.18.1 The longitudinal and latitudinal geographical coordinates shown on the chart are expressed in the geodetic coordinates of the national geodetic system of 1942.

Remark: The World Geodetic System — 1984 (WGS-84) is not being used in the Russian Federation at present.

CHAPTER 5

- 5.2 The Aerodrome Obstacle Chart — ICAO Type C is not published.

Remark: This chart requires the application of a large scale (1:20 000 — 1:100 000), which is not authorized for publication in the Russian Federation.

CHAPTER 7

- 7.9.3.1.1 2) The elevation of DME facilities is not published. The geographical coordinates for all significant points which define the ATS routes are indicated in degrees, minutes and tenths of minutes.
5)

Remark: Geodetic surveys of facility sites are not conducted. Based on the provisions of the national regulations.

CHAPTER 8

- 8.9.3.1.1 2) The elevation of DME facilities is not published. The geographical coordinates for all significant points which define the ATS routes are indicated in degrees, minutes and tenths of minutes.
6)

Remark: Geodetic surveys of facility sites are not conducted. Based on the provisions of the national regulations.

CHAPTER 9

- 9.9.3.1.1 2) e) The elevation of DME facilities is not published. The geographical coordinates for all significant points on the ATS routes are indicated in degrees, minutes and tenths of minutes, the bearing to the nearest degree and the distance to the nearest kilometre.
3)

Remark: Geodetic surveys of facility sites are not conducted. Based on the provisions of the national regulations.

CHAPTER 10

- 10.9.3.1.1 2) e) The elevation of DME facilities is not published. The geographical coordinates for all significant points on the ATS routes are indicated in degrees, minutes and tenths of minutes, the bearing to the nearest degree and the distance to the nearest kilometre..
3)

Remark: Geodetic surveys of facility sites are not conducted. Based on the provisions of the national regulations.

CHAPTER 11

11.10.4.3* The geographical coordinates for the final approach fix are indicated in degrees, minutes and tenths of minutes.

Remark: Based on the provisions of the national regulations.

CHAPTER 13

13.6.1 e) The geographical coordinates for thresholds are indicated in degrees, minutes and tenths of minutes. The
g) geographical coordinates for taxiway centre line points are not published.

Remark: Based on the provisions of the national regulations.

* Recommended Practice

CHAPTER 19

19.2* The Plotting Chart — ICAO is not published.

*Recommended Practice

CHAPTER 2

2.2 The Enroute Chart (Annex 4, Chapter 7) is identified as the Radio Navigation Chart.

CHAPTER 4

4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not published.

CHAPTER 5

5.2 The Aerodrome Obstacle Chart — ICAO Type C is not published.

CHAPTER 11

11.3.3.1 A distance circle with a radius of 20 km (10 NM) centred on a DME is not shown.

11.10.1.1 Aerodromes which show a distinctive pattern from the air and abandoned aerodromes are not shown.

CHAPTER 16

16.2.1 The World Aeronautical Chart — ICAO 1: 1 000 000 is not published.

CHAPTER 17

17.9.2.2 For major aerodromes, the elevation, length of the runway in hundreds of metres and control tower frequency are indicated.

17.9.2.3 Abandoned aerodromes are not indicated.

17.9.5 Aerodrome traffic zones are not indicated; however, the rest of the airspaces are shown, including VFR corridors and routes, with their corresponding reporting points or visual references, as well as the class of airspace with its vertical boundaries, the frequencies of the ATS units and the symbols and colours corresponding to each class.

17.9.6 Commercial broadcasters with their broadcasting frequencies and symbols are also indicated.

CHAPTER 18

18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not published.

CHAPTER 19

19.2* The Plotting Chart — ICAO is not published.

* Recommended Practice

CHAPTER 7

- 7.9.3.1.1 10) Minimum flight altitudes are not shown.
- 11) Radio communication facilities listed with their frequencies are not shown.

CHAPTER 8

- 8.6.2 Area Minimum Altitudes are not shown.
- 8.9.3.1.1 11) Minimum flight altitudes are not shown.
- 14) Radio communication facilities listed with their frequencies are not shown.

CHAPTER 9

- 9.6.3 Area Minimum Altitudes are not shown.
- 9.9.3.1.1 1) e) Minimum flight altitudes along the route are not shown.
- 5) Transition altitude/height is not shown.

CHAPTER 10

- 10.6.3 Area Minimum Altitudes are not shown.
- 10.9.3.1.1 1) e) Minimum flight altitudes along the route are not shown.
- 5) Transition altitude/height is not shown.

CHAPTER 11

- 11.3.3.1 A distance circle with a radius of 10 NM is not shown.

CHAPTER 17

- 17.9.3.2 Owing to the great number of transmission lines in Sweden, they are not normally shown on the charts. An explanation to this effect is printed on every sheet.

CHAPTER 4

4.2.1* Aerodrome Obstacle Chart — Type B is not published.

CHAPTER 6

6.2 Precision Approach Terrain Chart is not published.

CHAPTER 11

11.7.2 Relief contours are not published.

CHAPTER 17

17.2* Aeronautical Chart — ICAO 1:500 000 is not published.

* Recommended Practice

CHAPTER 2

- 2.5.1 Charts will be progressively replaced.
Remark: Compliance is expected in 2001.
- 2.17.1 Some elements are already in place.
Remark: Compliance is expected in 2001.
- 2.18.1 Charts will be progressively replaced.
Remark: Compliance is expected in 2001.
- 2.18.4 Charts will be progressively replaced.
Remark: Compliance is expected in 2001.

CHAPTER 7

- 7.2.1 The Enroute Chart is not produced. ATS route structure and prohibited, restricted and danger areas are shown on separate charts.
Remark: Suitable base topographical chart is not available.

CHAPTER 9

- 9.6.3 Area Minimum Altitude is not shown.
- 9.9.2 Prohibited, restricted and dangers areas are not shown.
- 9.9.3.1 Coordinates of significant points are not stated.
Remark: Information is available in AIP tables.

CHAPTER 10

- 10.6.3 Area Minimum Altitude is not shown.
- 10.9.2 Prohibited, restricted and dangers areas are not shown.
- 10.9.3.1 Coordinates of significant points are not stated.
Remark: Information is available in AIP tables.

CHAPTER 11

- 11.10.2.4* Heights of obstacles are not shown.

* Recommended Practice

11.10.4.3* Coordinates for FAF/FAP are not yet shown to recommended accuracy on all charts.

Remark: Compliance is expected in 2000.

11.10.6.4* Heights required by procedures are not shown.

CHAPTER 12

12.2 The Visual Approach Chart is not published.

CHAPTER 13

13.6 Full compliance with all elements of this section is not possible at this time. The required data are listed separately in the AD section of the AIP.

Remark: Compliance is expected in 2002.

* Recommended Practice

22/2/99

CHAPTER 3

- 3.7 The magnetic variation is shown to the nearest one-tenth of a degree.
- 3.8.1.1 A 1 per cent slope is used in place of 1.2 per cent. At 9 000 m from the point of origin, the surface plane changes from a 1 per cent slope to horizontal.
- 3.8.1.2 For the first 900 m of the take-off flight path area, the shadow planes are horizontal and beyond this point to 9 000 m such planes have an upward slope of 1 per cent. At 9 000 m the shadow plane reverts to horizontal. The CAA applies a further safety factor. Obstacles within the outer 25 m edges of the take-off flight path do not eliminate other obstacles, other than those also found in the 25 m zone.
- 3.8.2.1 b) Its width at the point of origin is 180 m and this width increases at a rate of 0.25 D to a maximum of 3 930 m, where D is the distance from the point of origin.
- c) It extends to the point beyond which no significant obstacles exist or to a distance of 15 km, whichever is the lesser.
- 3.8.2.2 The take-off flight path area specified in 3.8.2.1 c) remains at 15 km. The slope of the plane surface shall remain as specified in 3.8.1.1 and 3.8.1.2.
- Note When a 1 per cent survey plane touches no obstacles, this plane may be lowered to 0.5 per cent or until it touches the first obstacle.

CHAPTER 9

- 9.4.1* A projection is not shown.
- 9.6.2* Cultural and topographical features are not shown.
- 9.7 Magnetic variation is not shown.
- 9.9.2 Prohibited, restricted and danger areas are not shown.
- 9.9.3.1.1 1) e) Minimum flight altitudes along the route or route segments are not shown.
- 2) e) The elevation of the DME is not shown.
- 3) Bearings are shown to the nearest degree and distance to the nearest nautical mile.

CHAPTER 10

- 10.4.1* A projection is not shown.
- 10.6.2* Cultural and topographical features are not shown.
- 10.7 Magnetic variation is not shown.

* Recommended Practice

- 10.9.2 Prohibited, restricted and danger areas are not shown.
- 10.9.3.1.1 1) e) Minimum flight altitudes along the route or route segments are not shown.
- 2) e) The elevation of the DME is not shown.
- 3) Bearings are shown to the nearest degree and distance to the nearest nautical mile.

CHAPTER 11

- 11.3.3.1 A distance circle with a radius of 10 NM is centred on the aerodrome reference point.
- 11.10.2.8 An obstacle free zone is not described.
- 11.10.4.5 Only radio communication frequencies are shown. Call signs are not shown.
- 11.10.6.3 f) Transition altitude information is situated above the plan view, not within the profile area.
- 11.10.7.1 Aerodrome operating minima is not shown; details are stated in the United Kingdom AIP.

CHAPTER 13

- 13.5 The annual change of magnetic variation is not shown.
- 13.6.1 d) Runway bearing strengths will not be shown; details are stated in the United Kingdom AIP. Clearways and runway markings are not shown.
- e) Apron lighting, markings and other visual guidance and control aids, where applicable, including location and type of visual docking systems and bearing strengths are not shown; details are stated in the United Kingdom AIP.
- f) Geographical coordinates are not shown; details are stated in the United Kingdom AIP.
- g) Taxiway surface, width and bearing strengths are not shown; details are stated in the United Kingdom AIP. Taxiway markings are not shown.
-

CHAPTER 1

1.1 *Aerodrome.* The term “Airport” is used.

Danger area. The term “Danger area” will not be used in reference to areas within the United States or in any of its possessions or territories.

Prohibited area. The terms “Restricted area” and “Prohibited area” are employed substantially in accordance with the definitions established and, additionally, the following terms are used:

Alert area. Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity — neither of which is hazardous to aircraft.

Controlled firing area. Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to non-participating aircraft and to ensure the safety of persons and property on the ground.

Military operations area (MOA). An airspace assignment of defined vertical and lateral dimensions outside positive control areas to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where those activities are conducted.

Warning area. Airspace which may contain hazards to non-participating aircraft in international airspace.

Holding procedure. The term “Holding pattern” is used.

Movement area. Movement area is defined as “The runways, taxiways, and other areas of an airport which are utilized for taxiing, take-off and landing of aircraft, exclusive of loading ramp and parking areas.” (The term “Manoeuvring area” is not used.)

CHAPTER 2

2.2 The titles of charts produced by the United States differ from those provided for in Annex 4.

2.3.1 Marginal note layouts differ in some cases from those set forth in Appendix 1.

2.5.2 Visibility distances are expressed in statute miles and fractions thereof.

2.5.4 Linear dimensions on aeronautical charts are not expressed in metres. Short distances and linear dimensions are expressed in feet.

2.5.7 Conversion scales (kilometres/nautical miles and metres/feet) are not shown on Enroute Charts.

CHAPTER 3

3.2.1 An Aerodrome Obstacle Chart is produced which covers the basic requirements called for by Aerodrome Obstacle Chart — ICAO Type A.

CHAPTER 4

- 4.2.1* An Aerodrome Obstacle Chart is produced which covers the basic requirements called for by Aerodrome Obstacle Chart — ICAO Type B.

CHAPTER 7

- 7.6.2 Area Minimum Altitudes are not shown on Enroute Navigation Charts.
- 7.9.3.1.1 1) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.
- 2) Site elevations of DME facilities are not shown on all charts.
- 5) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.

CHAPTER 8

- 8.6.2 Area Minimum Altitudes are not shown on Area Charts.
- 8.9.3.1.1 1) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.
- 6) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.

CHAPTER 9

- 9.4.3 Graduation marks for projection on Standard Instrument Departure Charts are not shown.
- 9.6.3 Area Minimum Altitudes are not shown on Standard Instrument Departure Charts.
- 9.7 The magnetic variations of the various facilities used in determining magnetic bearings, tracks and radials are not shown on Standard Instrument Departure Charts.
- 9.9.3.1.1 2) d) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.
- 3) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.

CHAPTER 10

- 10.4.3 Graduation marks for projection are not shown on Standard Arrival Charts.
- 10.6.3 Area Minimum Altitudes are not shown on Standard Arrival Charts.

* Recommended Practice

10.7 Magnetic variation used in determining the magnetic bearings, tracks and radials are not shown on Standard Arrival Charts.

10.9.1.1 Runway patterns for the aerodrome of landing are not shown on Standard Arrival Charts.

10.9.3.1.1 2) d) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.

3) The United States depicts geographic positions in degrees and minutes to the hundredth of a degree.

CHAPTER 11

11.10.4.3* The United States does not depict geographic positions of the final approach fix.

11.10.8.4 Final approach descent gradients for VOR and NDB procedures with a final approach fix are not shown.

CHAPTER 12

12.8 Magnetic variations are not shown on Visual Approach Charts.

12.10.1.2 Aerodrome elevations are not shown on Visual Approach Charts.

12.10.4 Neither control zones nor aerodrome traffic zones are shown on Visual Approach Charts.

12.10.5.3 Neither location nor type of visual approach slope indicator systems is shown on Visual Approach Charts.

CHAPTER 13

13.3.2 Linear scales are not shown on Airport Diagram Charts.

13.6.1 a) Geographical coordinates for the airport reference point are not shown on Airport Diagram Charts.

e) The United States does not use the term “Helicopter stand”. The United States does not show “type of surface for heliports”.

13.6.2 a) The United States does not show “surface-level, elevated or helidecks”.

b) The United States does not use the term “Touchdown and lift-off area (TLOF)”. The United States term for TLOF is “Helipad”.

CHAPTER 14

14.6 c) The United States does not depict geographic positions for aircraft stands.

f) The United States does not depict taxiway centre line points.

* Recommended Practice

CHAPTER 16

- 16.5.1 Charts covering continental United States between latitude 24° and 52° North are based on standard parallels at 33° and 45° and between latitudes 52° and 72° North on standard parallels at 55° and 65°.
- 16.6 Sheet numbering differs from the index in Appendix 5.
- 16.7.9.3* The elevation of the highest point on any sheet is not always cleared of hypsometric tinting.
- 16.9.2.1 Heliports are not shown.

CHAPTER 17

- 17.7.9.3* The elevation of the highest point on any sheet is not always cleared of hypsometric tinting.

Appendix 2

- No. 19 Shore lines are shown with a green vignette.
- No. 21 Tidal flats are shown in brown stipple over the blue open water tint.
- No. 31 Lakes are shown with a green vignette.
- No. 45 Rock awash is shown by a six-armed symbol as adopted by the International Hydrographic Bureau.
- Nos. 54, 61 Spaces between sides of bridge and road or railroad symbols are filled solid.
- No. 70 Oil or gas fields are shown with an oil well derrick symbol.
- No. 77 Ruins are shown by a solid square, properly annotated.
- No. 94 The runway surface indicator (letter H) and the lighting indicator (letter L) are not normally used on high-altitude Enroute Charts. Only those aerodromes with a minimum of 5 000 feet (4 000 feet in Alaska) hard-surfaced runways are shown.
- The letter H is not used on low-altitude Enroute Charts. All aerodromes depicted have hard-surfaced runways, excepting that where the letter S follows, the runway surface is soft.
- On visual navigation charts of the 1:500 000 scale, a miniature runway layout depiction indicates aerodromes with hard-surfaced runways at least 1 500 ft long.
- No. 108 Each 90-degree quadrant is not labelled.
- No. 110 Aerodrome traffic zones are termed “Airport traffic areas” and are all of standard dimensions. Limits are not shown, but aerodromes at which airport traffic areas have been established are indicated by a colour-coded aerodrome symbol.

* Recommended Practice

- No. 113 Limits of advisory areas are shown on Enroute Charts with a crenelated line. This depiction is indicated in the legend as the border of an air route traffic control centre (ARTCC).
- No. 117 The nomenclature “non-compulsory” is used instead of “on request” for appropriate position-reporting points.
- Appendix 3** On Enroute Charts, graticules are shown in blue, hydrographic features are delineated by a green vignette and the open water areas are devoid of colours.
-

CHAPTER 2

- 2.13 Prohibited, restricted and danger areas are not published on the charts.
- 2.14 The ATS airspace class is not indicated.

CHAPTER 4

- 4.2.1* The Aerodrome Obstacle Chart — ICAO Type B is not published.

CHAPTER 5

- 5.2 The Aerodrome Obstacle Chart — ICAO Type C is not published.

CHAPTER 7

- 7.9.2 Prohibited, restricted and danger areas are not published on the charts.
- 7.9.3.1.1 1) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.
5)
- 9) Change-over points are not indicated on the charts.

CHAPTER 8

- 8.9.3.1.1 1) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.
6)
- 10) Change-over points are not indicated on the charts.

CHAPTER 9

- 9.9.3.1.1 2) d) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.
- e) The elevation of the DME antenna is not published.
- 3) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.
- 9) The call signs and frequencies of ATC units are not shown on the Standard Instrument Departure (SID) and Arrival (STAR) Charts.

CHAPTER 10

- 10.9.3.1.1 2) d) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.

* Recommended Practice

- e) The elevation of the DME antenna is not published.
- 3) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.
- 9) The call signs and frequencies of ATC units are not shown on Standard Instrument Departure (SID) and Arrival (STAR) Charts.

CHAPTER 12

12.2 The Visual Approach Chart — ICAO is not published.

CHAPTER 13

13.5 The annual change of the magnetic variation is not shown.

CHAPTER 14

- 14.6 a) The apron elevation is not shown.
- c) Geographical coordinates are shown on the charts in degrees, minutes and tenths of minutes.

CHAPTER 16

16.2.1 The World Aeronautical Chart — ICAO 1:1 000 000 is not published.

CHAPTER 17

17.2* The Aeronautical Chart — ICAO 1:500 000 is not published.

CHAPTER 18

18.2* The Aeronautical Navigation Chart — ICAO Small Scale is not published.

CHAPTER 19

19.2* The Plotting Chart — ICAO is not published.

* Recommended Practice